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BACK ON THE JOB

Charles V. Stanton

Returning to work following a long absence is rather a difficult process. After a month in a hospital, coupled with two weeks of recuperation, I find that I have just begun to get into the swing of loafing. While on a hospital bed I was burning with anxiety to get back on the job. Now that the time has come to put on the harness, I find I would rather keep on resting. Maybe, though, it's just a touch of spring fever that makes me so reluctant to buckle down to office routine.

But the time had to come. I couldn't put it off forever. For one thing I have to eat. For another, it won't be long until it's time to pay income taxes — and I prefer offices to jails.

Most pressing, however, was the idea that the powers that be might decide they could get along without me. During my absence things have gone so smoothly at *The News-Review* plant that my ego has been rudely shattered. It's quite a jolt to find your business running as well, or maybe better, without you than when you are there to "manage" things.

Seriously though, I'm most grateful to every member of the *News-Review* "gang" for the way in which the business was conducted while I was away. I was delighted with the ability of some of the staff members in writing good local editorials. All departments contributed to a swell job. I just hope they'll remember how well they can get along without me when the fishing season rolls around, because I have three seasons of missed fishing to catch up.

My thanks also go to my fellow editors throughout the state for permitting the use of reprints from their editorial columns. After *News-Review* readers have had the best editorial opinion from Oregon's many fine newspapers, I have a good deal of hesitancy in trying to resume my own column.

NEW OUTLOOK FOR PARKS

Acceptance by the State Highway Commission of Douglas County's offer of a park site at Susan Creek, on the North Umpqua River, is indication of a reappraisal by the Commission of its parks program.

This reappraisal was brought about, undoubtedly, by a legislative proposal to set up a state parks department separate from the Highway Commission and to divert a fixed percentage of highway revenues into the park fund. At present the state parks program is operated as a part of Highway Commission activity. Many people believe the Highway Commission in the past has not given sufficient attention to the growing need and demand for parks.

The Susan Creek site was offered the Commission several years ago. It is one of the finest sites in this part of the state. It was rejected, however, because it didn't adjoin a state highway. The policy of the Commission in refusing consideration to any site not bordering on a federal or state highway was one of the principal reasons why park enthusiasts have been advocating a separate department.

It is my belief that the fewer agencies and departments we have in state government the better off we are. It is more economical and efficient to keep departments few in number. The opposite course leads to expensive and wasteful bureaucracy.

There is no denying that the State Highway Commission in the past has treated the parks department as an unwanted stepchild. Yet the attitude is understandable in view of the pressing need for road construction and maintenance.

That the Commission has seen fit to recognize the public demand for more attention to park acquisition and development, and to reappraise its policy, is most commendable. Pressure for a separate department should now be eased until the Commission has opportunity to show it is acting in good faith and will, in the future, encourage a parks program commensurate with state needs and available finances.

Peter Edson

WASHINGTON — (NEA) — Intense rivalry of American Airlines, Eastern Air Lines and Pan American World Airways for rights to operate nonstop from New York to Mexico City is responsible for much of the political turmoil in the Civil Aeronautics Board.

Basic trouble is that the United States and Mexico have no civil aviation agreement. Futile attempts to negotiate such a treaty have been made sporadically since the 1940's.

Before passage of the U.S. Civil Aeronautics Act of 1938, Pan-Am made its own deal with the Mexican government for service from Brownsville to Mexico City. In 1939 Eastern established a connecting service to Brownsville and Houston.

When American applied for a certificate to operate Dallas-Fort Worth to Mexico City in 1942, CAB at first turned it down. Amon Carter, a big stockholder in American, urged Texas Congressmen to persuade President Roosevelt to reverse this decision, which he did.

Four years later President Truman approved routes to Mexico by Braniff from San Antonio, Western from Los Angeles and Eastern from New Orleans. Lacking Mexican government approval, these routes never operated. In 1952 President Truman arbitrarily cancelled them.

EASTERN CONTENDED THE President had no right to cancel a certification already granted, but CAB refused to rule on it.

In the meantime, Mexico had nationalized its airlines. Pan-Am sold stock to CMA—Compania Mexicana de Aviacion—but the two lines have a close working agreement.

CMA, with CAB approval, began operating Los Angeles—Mexico

City on an exclusive basis. Mexico contended that since it did not subsidize its airlines, CMA would have to operate free from American subsidized competition.

To complicate matters further, Mexico in 1952 authorized Air France to operate nonstop from New York to Mexico City. This service, operating about a year, gets the traffic cream.

American, Eastern and Pan-Am naturally applied for CAB certification to establish a similar service.

EASTERN HAS DEMANDED that a number of secret government documents, all CAB members and other government officials be subpoenaed. CAB Examiner Edward Stodola has denied this plea. Eastern has appealed this ruling to CAB and there the matter is stalled.

Eastern asked for these subpoenas after it was revealed that American had tried to shortcut proceedings by a secret hearing in January, 1954.

American claimed it had a favored position with the Mexican government. It was operating four routes from Texas cities to Mexico. American therefore asked for special exemption to serve Mexico City nonstop from New York.

IN THE END an expediting hearing was arranged. American filed its application for a nonstop New York to Mexico City route at 8:32 a.m. The Board met at 9:00. Forty minutes later the Board granted American its request on a 3-2 party-line split. The decision was not sent to the President for approval, as usual.

Eastern immediately went to court for an injunction against American, which has never started nonstop service.

In the meantime, both CMA and Aerovia Guest have expressed in-

"Don't Go Too Fast, Son! Remember, I'm an Old Man!"



Taxation, Unemployment Problems Taking Shape In Oregon Legislative Session

By PAUL W. HARVEY JR.

SALEM — With the Oregon Legislature eight weeks old and members hoping it's half over, the taxation and unemployment compensation programs are taking shape.

Both of these troublesome problems are a long way from final approval, but it looks as though the next taxes will hit almost everybody, and that the unemployment program will cost employers a lot more money.

During the week, the House Tax Committee, which writes all of the revenue bills, decided it would raise \$55,000,000 in added taxes. That amount, the committee feels, should be enough to balance the \$200,000,000 budget for the next two years.

The committee still is in the planning stage, but it is thinking in terms of getting \$39,000,000 from added personal income taxes, \$5,500,000 from a 5 per cent tax on telephone bills, \$4,000,000 from liquor purchasers, \$3,000,000 from utilities, \$1,250,000 from higher taxes on insurance premiums, and the rest here and there.

At the same time, in order to make it easier to pay the higher income levies, the committee voted to boost the 1 per cent withholding tax on salaries and wages to 2 per cent.

The committee doesn't care for the sales tax as a means of raising money for the next biennium. But it might approve a 3 per cent sales tax that would be referred to the people at a special election.

Members of the Senate Labor and Industries Committee, who are working on the unemployment compensation problem, think the main points of the program of the Governor's Advisory Committee will be approved. This would boost the \$25 weekly maximum benefits to \$35, and more than double the tax on employers who pay for the program. It also would extend coverage to the 19,000 firms with fewer than four employees.

Labor is fairly well satisfied with this, but the employers are most unhappy.

Here is the status of other major legislation:

Finance and Taxes
The House finally has approved and sent to the Senate the property tax reform bills. They define true cash value, let the Tax Commission appraise timber and industries, compel reappraisals every four years by certified appraisers, and permit personal property taxpayers to use average annual inventories in computing their levies.

Subcommittees of the Ways and Means Committee will finish their budget hearings in three or four weeks. The Barrington Report, which recommends many changes in state salaries, looks dead for this session.

Labor
Nothing has been done about labor's request for bigger state industrial accident benefits, this legislation being in the House Labor and Industries Committee. The Senate-passed equal pay for women bill is in the same committee. With two bills to repeal the 1953 anti-picketing law, the Legislature is still waiting for the state Supreme Court to decide if it is unconstitutional.

Education
Legislative action was completed this week on the bill boosting the higher education bonding limit to \$13,864,000, making possible the construction of \$6,500,000 worth of new college and university dormitories.

The House Education Committee interest in reciprocal rights for a nonstop service, Mexico City to New York. Whatever solution is found for this tangled situation, it is fairly obvious that Mexican interests will have to be cut in for a piece of the business.

intends to find an answer to the shortage of school buildings, estimated at \$100,000,000. The committee still is holding meetings on this subject.

The Senate-approved bill boosting the teachers' minimum annual salary to \$3,000 is in the House Education Committee. Chances for increased basic school aid for local districts are very dim.

Highways
The House Highway Committee doesn't seem in the mood to increase the amount of money to build roads, although the Highway Commission still thinks a 2-cent gas tax increase is needed. The governor wants an \$11,000,000 highway bond issue.

Nothing has been done about bills for compulsory motor vehicle inspection and to have driver training courses in schools. The Senate-passed bill to legalize radar to catch speeders is in the House.

A subcommittee of the House Highway Committee is working on the four bills to regulate or prohibit billboards.

Reorganization
Getting only a 3-2 endorsement of the Senate State and Federal Affairs Committee, the bill to hold a constitutional convention in 1959 is headed for rough treatment.

The Senate Alcohol Committee killed bills to reorganize the Liquor Commission, and the House Highway Committee buried the measure to have a five-member Highway Commission. Now it has three members.

The bill to transfer Secretary of State Earl T. Newberry's Motor Vehicle Department to the governor is due to come out of committee soon, with a good chance of passage.

Water
The House Commerce and Utilities Committee is redrafting the bills to create a State Water Resources Board, and to regulate use of well water.

Power
A good power fight might occur over Rep. Walter J. Pearson's bill build dams, market power and plan hydroelectric development.

Buildings
If the Tax Committee gets \$55,000,000 in new revenue, some of the building program for colleges and institutions will be approved. These include the proposed state hospital in the Portland area, and the reformatory north of Salem.

Agriculture
The House Food and Dairy Committee is almost finished with its work on the bill to eliminate B and C grades of milk. The B grade dairymen probably will continue operations, but will be compelled to meet A standards for bacteria count.

Elections
A hearing was held Friday on the bill to change the primary election date from May to the first Monday in August. There is much opposition, largely because it would take away the people's right to express their preference for president and their right to elect delegates to the national party conventions.

There has been no action on bills to tighten up the reporting of candidates' expenses.

Fish and Game
The House Fish and Game Committee is trying to make up its mind on the bill to outlaw fishing derbies.

Freight Rates
The hearings are over, but the Senate Commerce and Utilities Committee hasn't decided yet on the bill to provide state regulations of minimum freight rates for railroads.

Veterans
Nothing has been done on the measure to pay a maximum \$600 bonus for veterans of the Korean War. It is in the Ways and Means Committee.

Reader Opinions

Attitude Of Townspeople At Games Criticized

ROSEBURG — I would like you to put this comment in your Reader Opinion column.

Not too long ago there was a piece in the paper hawling out the coaches for not letting more kids play and not winning more games. If the town's people were only on the floor during the basketball game Friday night when we played North Bend, they would be ashamed of themselves. You couldn't even hear the yelling of the Pep Squad because the townspeople boomed so loudly. It is my opinion that if the people want to boo they can go to the wrestling matches at the Armory on Saturday nights, because the students don't want them booing at our games. It sounds like a bunch of two-year-olds.

I am beginning to think that the adults in this town need a little education on how to act at school activities. It is as if he adults don't care if students become good citizens or not. For a number of years Roseburg High was considered to be a school of roughnecks. But now under the guidance of Mr. Jacoby and Mr. George, we are all trying to build up a better reputation; but we need the help of the older people of Roseburg.

This comment is from a student of Roseburg High School.
(Name On File)

In The Day's News

(Continued from Page One)

ings within two weeks on pay raises for 1,200,000 other federal workers under civil service.

More of the same:

A house armed services subcommittee has unanimously approved a pay raise for the armed forces — after hearing three young service wives testify that they need more money to meet their expenses.

I imagine they DO need more money. Who doesn't? The stuff comes awfully handy.

The same house subcommittee is expected to approve a bill increasing pay in the military services. The bill — if it becomes a law as presently drafted — will provide pay increases for TWO MILLION members of the armed services who decide to make a career out of military service.

And so on. All put together, they constitute quite a mess of pay increase bills.

These pay increase bills have all shown up in congress within the past few days. It was only a few days ago that the members of the congress — both senators and representatives — VOTED THEMSELVES a stiff increase in pay.

Do you suppose there could be any connection between these two sets of circumstances? Could it be that EVERYBODY in government service came to the conclusion all at once that since the senators and representatives have just voted themselves a hefty boost in wages this would be a good time to jump them for a hike for the rest of the crew?

I wouldn't know. Maybe it's just a coincidence. But —

I think this is a good time for everybody to remember that every time the expenses of government are increased THE INCREASE HAS TO COME OUT OF THE POCKETS OF THE TAXPAYERS.

There isn't any other place for it to come from.

Bruce Blossat

All over the world, the Red Cross stands as the symbol of helpfulness in time of trouble. In this country, people have a chance once a year to show by their dollars that they are grateful for the work of this remarkable agency. That time is now at hand.

Hardly an American lives who does not know the great and continuing humanitarian record of the Red Cross in disaster relief all around the globe. Since 1933 it has responded to 19 international appeals, and, of course, many similar calls at home.

What is perhaps less fully appreciated is the present extent of Red Cross services to the American armed forces at home and abroad. Forty per cent of its estimated 1955-56 budget of \$85 million, which it hopes to raise in this March campaign, will go for such services.

Never in our history has the Red Cross served longer overseas than in the period during and since World War II. Workers can be found at snowbound bases in Alaska, Greenland and Newfoundland, in the dusty desert of North Africa, in half a dozen European lands, and in the Philippines, Korea and Japan.

President Eisenhower once said an army doing peace-time duty in a foreign country needs the Red Cross more than does a shooting army. Personal problems, other than his physical safety, loom larger to an inactive soldier than a man in combat.

Red Cross people provide service personnel with financial aid, counsel them on a wide range of matters, help them communicate with their families, and perform many tasks in military hospitals. Some 100 Red Cross girls take lively recreational programs into remote spots occupied by our soldiers.

Altogether the Red Cross has 220 workers placed in 270 military installations and 140 hospitals here and abroad.

Most of us are pretty familiar with the immense Blood Program, which the Red Cross expects will cost more than \$14 million in the year ahead. This is big business — business whose objective is the saving of thousands of lives. And the agency also has a number of other programs of unmistakable value.

The Red Cross naturally deals with emergencies of many sorts as part of its "routine." But there is one emergency it does not plan

for financially: war. If trouble should break out in the Formosa area, all its present estimates would welcome a little cushion of money to hedge against that danger.

The Red Cross does not need to be sold to the American people. It should be enough to note that this is the moment for them to make another investment in the helpfulness it symbolizes.

Sen. Lee Ohmart Fails To Recall Education Bill

SALEM — Sen. Lee Ohmart, Salem, failed Friday in an attempt to recall from the governor a bill to let the State Board of Higher Education build \$6,700,000 worth of new dormitories. His motion lost, 22 to 7.

The bill, which has been passed by both houses, boosts the higher education bonding limit to \$13,848,000.

Ohmart said the bill might establish a dangerous precedent because it sets up a permanent revolving fund.

DONALD M. JEPPESEN, M. D.

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